



Chapter 932

Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

October 2011

Picture of the Month



I don't think I could find a better photograph to illustrate the importance of checking NOTAMS before a flight. This is Mackinac Island Airport on September 9th, three days after it closed to rebuild the runway. Photo by Beth Rehm.

Members Only!

By Captain Eric Rehm

I was asked to lunch by my friend Becky and her husband Mike a few months ago. Mike was very interested in learning to fly and he wanted to pick my brain about all that it entailed. We talked about training, how to pick a flight school and instructor, how much a license may cost etc. and then Mike asked, "do I have to buy an airplane after I get my license in order to keep flying?"

That was a very good question and one that I think is misunderstood by prospective pilots and may keep a lot of people from taking that first step towards learning to fly. The

short answer is "no," but I wanted to take some time in this article to explore some of the different options as I did that day with Mike and Becky.

Aircraft ownership or co-ownership is definitely an option but may not be economically feasible for everyone or perhaps not practical for various reasons. So where to go from there?

The most obvious answer would be to keep renting your flight school's airplane after you get your license. Unfortunately that may not be allowed, or if it is, it may not be all that practical. Some flight schools like

Editor's Note

Did you know that Galt Airport is over 60 years old? It was 1950 when Arthur T. Galt, Jr. first flew airplanes out of his dairy farm. Other pilots began using the unofficial north/south grass strip and eventually there were more airplanes and pilots than cows.

The airport has seen many developments since then including the construction of the 3,000 foot asphalt runway, new hangars and buildings, the addition of a maintenance shop and the opening and later the sad closing of the airport café.

One of the biggest changes had to be when Art Galt retired and sold the airport in 1998. I am sure the hangar tenants and customers back then weren't happy to see Art leave, but things change and life goes on.

There have been several owners since Art Galt, and if the airport changes hands again, so be it. We'll adjust, and then we'll just keep on flying! Sure we don't want anything to change, no one ever does. But change is inevitable and it doesn't have to be perceived negatively.

The thing I love about Galt is the amazing sense of loyalty of the hangar tenants, customers and aviation enthusiasts associated with this bucolic airfield. What makes this community so special is that we care so much about each other and general aviation and we are so *invested* in this airport. So continue flying, keep breaking your airplanes so Brian can fix 'em and schedule your BFR with Justin - let's keep this airport going for another 60 years!

Beth Rehm
Editor

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American Flyers do not allow students to rent aircraft other than for instruction. If you are lucky enough to fly at an airport like Galt, they are more than happy to have you rent their aircraft after you get your license but the logistics might prove difficult.

For example, the flight school at Galt is doing very well and they are flying the wings off the school's Cessna 172, (N4868E), figuratively, not literally thankfully. Since it is booked much of the time for instruction it may be difficult to rent it for an extended period of time to go on a long trip.

Also, some flight schools impose an hourly minimum overnight fee to try to offset any loss of revenue the aircraft would have made if it had spent the day doing flight instruction. The overnight fee often makes the renting of an aircraft too expensive for something like a weekend trip.

So what other options are there? I think the best option, though not the only option is the flying club. A flying club is one or a group of aircraft that is professionally managed and are flown by a group of pilot members. Typically to become a member of a flying club, one does a check out flight with a club instructor and will pay a non-refundable initiation fee, a refundable deposit and a monthly management fee. The member will then be able to schedule an aircraft for as long as they like and pay only for the time they fly the aircraft.

There are no flying clubs at Galt Airport, so my wife Beth and I are members of the Travel Express Aviation (TEA) flying club based at Dupage (DPA) in West Chicago. We paid a \$200 initiation fee, \$400 refundable deposit and \$46 a month management fee unless we are billed more than \$200 for flying for the month



Eric checking the oil of the Piper Archer he rents from the TEA flying club at Dupage Airport. Photograph by Beth Rehm.

then the monthly fee is waived.

TEA has 2 Piper Arrows, 2 Archers and 2 Warriors all equipped exactly the same. I got a onetime check out in the Arrow and was automatically checked out in the other four aircraft. They also have 3 Cirrus SR22s, 2 Piper Aztecs, a Cessna 421, a T34 and even a Pilatus PC-12 for rent.

The club rules are generally relaxed in that as long as I can show I have a current medical and a BFR, I do not have to re-qualify with an instructor periodically unless of course I want to transition to another aircraft type.

So far TEA has been great for us. They have been stable and provide us with great service and although Beth and I both want to own our own aircraft some day we are able to travel when we want to by GA in a relatively economical way.

There are of course some other pluses to being in a club. You do not have to worry about maintenance costs or hangar rent. Even if you don't

fly for an entire month you are just out the monthly management fee. You might have some more flexibility and possibly more utility than you would if you owned your own aircraft. You might normally rent a Piper Warrior for flying around locally but can rent that six seat Aztec and pile the spouse, kids and cargo for that vacation to Disneyworld. Personally, I have thought about getting checked out in TEA's Aztec just so Beth and I can fly in the winter and not have to worry about icing as it is approved to fly in icing conditions.

There may be some social benefits as well. Some clubs try to encourage their members to fly by organizing breakfast fly outs and the like.

Having extolled the virtues of the flying club, there are some things to look for before becoming a member as well as some drawbacks. Before you join a club, do some homework

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on them as not all flying clubs are created equal. A well managed, economically stable club is preferable. Find out what aircraft the club has to rent and if your experience and mission are compatible with those aircraft.

All clubs should have rules and regulations. They should provide a framework for all club members to operate the aircraft safely and to the same standard. Maintenance should be treated as a priority by the club. It is important to find out who maintains the aircraft and that the club does not skimp on maintenance. There should also be a standard way to report aircraft discrepancies which is visible to all club members.

Keep in mind that you will be

competing for rental time with other members and the aircraft may not be available when you want it. At TEA, I have six aircraft to choose from and am able to make reservations up to six months in advance so I typically do not have issues with scheduling. However a club with just one or two aircraft and an overabundance of members may lead to frequent scheduling conflicts.

Another drawback of clubs is aircraft volatility. When Beth and I joined TEA four years ago they had two Diamond DA40s on leaseback. I got checked out in them but within a year both owners had decided to pull them off leaseback and TEA have been unable to find another one to make available to club members. Fortunately TEA owns the Pipers so they are unlikely to be sold but aircraft

stability is something that a prospective club member should check out.

Having written all this, I think the aviation club is a great middle ground for aviation enthusiasts. It allows a pilot to fly much like an owner but without the owner costs and liabilities.

If you are seriously thinking about joining or starting a club, AOPA has some excellent information on their website that will help you navigate the flying club waters. Also if you see me at Galt feel free to ask me any questions.

Eric Rehm is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours.

Bella's 'Grand' Adventure

By Captain Jean Forni

In September, Bob and I had vacation time and decided to explore two of our National Parks: Grand Teton and Yellowstone. We were very excited to see these beautiful parks for the first time, but getting there in our F33 Bonanza (affectionately nicknamed "Bella") would provide new challenges for us as well.

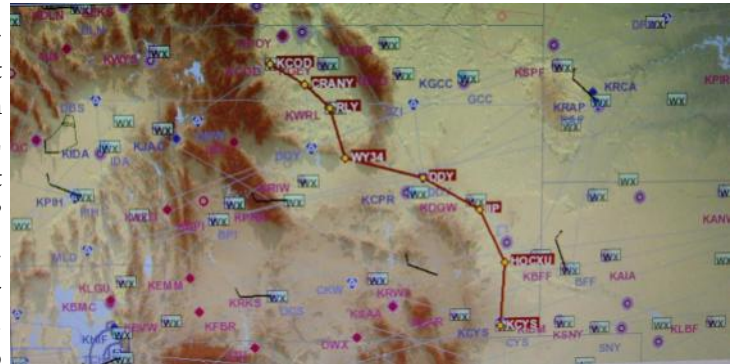
Both of us have been flying unpressurized aircraft mostly in 'terraflatta' where the highest points to worry about have been Mt. Prospect and Arlington Heights. On this trip, the mountains rose above 12,000 feet and the airports were at elevations of 5000' and 6000', which brought us to consider oxygen requirements, minimum safe altitudes, escape routes, and engine leaning for taxi and take off.

We left Galt in visual flight condi-

tions (VFR) enroute to our first fuel/butt stop in Grand Island, NE (home of my first airline job at GP Express Airlines), then on to Cheyenne, WY (CYS). We are trying to visit all the state

Capitols, so CYS seemed like a great place to spend the night, rest up, and hit the more unfamiliar leg to Cody, WY (COD) fresh in the morning.

Our flight plan from CYS to COD took a dog leg rather than direct route to stay clear of the mountains. It was again VFR with some widely scattered thunderstorms with very high bases. It was an exciting and beauti-



The route from Cheyenne, WY to Cody, WY which took Jean and Bob around the mountains.

ful leg of the trip navigating around both the mountains and thunderstorms and we truly enjoyed the view of the terrain that we don't get to see much of in Illinois and Wisconsin.

Cody is definitely bear country, so I was glad I reviewed the article in April's Edition of Galt Traffic on how

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to protect your aircraft from bear attacks. The very nice line guy at Choice Aviation helped us unload our luggage, brought our rental car to the aircraft, and even helped us load up the car. We were then off to the National Parks.

Grand Teton was first on our list. This truly awe inspiring mountain range was formed six to nine million years ago when the western side of the fault displaced upward creating the breathtaking mountain range and the eastern side of the fault moved downward creating a glorious valley.

We spent several days exploring and hiking along the numerous trails around the glacial lakes. We even hiked up to Inspiration Point and found a gorgeous view of the valley from way up there. Many animals call this park home too, and we were able to see elk, moose, and osprey, just to name a few.

Next, we were off to Yellowstone, the first National Park in the country established in 1872. It's most famous feature is, of course, the Old Faithful Geyser, which did go off on schedule for us.



The geyser known as "Old Faithful" in Yellowstone National Park. Photo by Bob Forni.

However, I was unaware that the park contains one of the largest high altitude lakes in North America, Yellowstone Lake, and actually sits on the largest super volcano on the conti-



A spectacular view of the Grand Teton Mountain Range. Photo by Bob Forni.

nent.

The Caldera is still an active volcano, which explains all the geothermal features such as the many geysers and the hot springs. We spent almost a week exploring every corner of this enormous park. While attending a Ranger Walk at Fort Yellowstone in the northern part of the park, we learned that before Park Rangers came into being, the Army was in charge of taking care of the park.

During this walk, a bull elk and his "harem" were making themselves quite at home in and among the buildings. Since this is the beginning of the rut, we got to see and hear his bugling up close and personal. It was amazing! We also saw many bison and even a couple wolves, but we didn't get to see any bears. I guess we will just have to go back some time.

We spent our last day before beginning the trek home in Cody, marveling at the dam built on the Shoshone River – it was what Hoover Dam was patterned after – and learning about Buffalo Bill Cody. He not only had a traveling western show with Annie Oakley and Sitting Bull, he was a rider for the Pony Express, a

soldier in the Civil War for both the North and the South, and he lobbied Washington to get the dam built to provide irrigation and power for the town of Cody, which he designed. He lived quite a life.

Our flight home gave us another opportunity for a high altitude take off from COD. We got more proficient at leaning the engine to produce maximum power prior to releasing the brakes for take off.



Bison grazing in Yellowstone National Park. Photo by Bob Forni.

From COD we went to Pierre, SD, (KIR) where we spent the night and toured another Capitol.

The next morning we went on to Galt. The weather gods could not

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have been more cooperative. We did the entire trip, all 15 ½ flight hours of it VFR.

Both Grand Teton and Yellowstone were amazing in very different ways. The Tetons were so majestic and grand, while Yellowstone was intriguing and beautiful in a different, almost eerie way with the smoking hot springs and geysers. If you haven't been to these to National Treasures, I highly recommend a visit.

Jean Forni is an Airbus A320 Captain with United Airlines and a CFII. She has accumulated 15,000 hours over 30 years and together with her husband Bob, owns a 1976 Beechcraft F33A Bonanza (N2203L) which they keep at Galt.



Another spectacular view - this one is of the Lower Falls in Yellowstone National Park. Photograph taken by Bob Forni.

WNHS Aviation Club Update

By Dan Wallis, EAA 932/Woodstock North High School Aviation Club Coordinator

One of the greatest gifts that any pilot can give is introducing someone to the wonderful and exciting world of general aviation. The Experimental Aircraft Association (EAA) has demonstrated this for a number of years through the Young Eagle program.

This program provides young people an opportunity to go to a local airport and enjoy a free ride, donated by volunteer pilots. I am happy to say that EAA Chapter 932 has a great pool of dedicated pilots who absolutely love flying Young Eagles.

On January 12, 2011, EAA President, Rod Hightower, was met by a standing room-only crowd of more than 200 EAA members and aviation enthusiasts for his first Grassroots Pilot Tour event held at Poplar Grove Airport in Poplar Grove, Illinois.

I was there with two of my boys.

What better way to spend a cold winter night with my boys and a group of aviators talking about flying. Rod spoke specifically about how EAA does a great job of inspiring people to pursue aviation and providing first experiences in aviation. However, he also said that EAA has not done as well finding ways to help those people eventually earn their pilot's license. This is something that we had discussed at Galt and we were looking for ways to continue the relationship that is established by the Young Eagles program.

During the question and answer period things really became interesting when my son, John Andrew, affectionately known as "Jet" to his friends, raised his hand. I have to admit I was a bit worried as I had no idea what he was going to say. This turned out to be one of the proudest moments of my life. John Andrew stood up and engaged Rod in a con-

versation in front of 200 people, suggesting that EAA should partner with local schools and create aviation clubs.

Rod responded by saying that local schools had not been receptive to the idea of aviation clubs. Undaunted, John Andrew pressed on saying that his school (Woodstock North High School) would have no problem with such a club and there would be a lot of interest. Everyone in the hanger applauded my boy.

From this meeting, additional meetings were held with EAA Chapter 932 members and the EAA Aviation Club at WNHS was born. Last school year we held club meetings where we talked about weather, aircraft design and aerodynamics. We also gave the club members Young Eagle flights. During this time the idea of "Project Thunderbird" was

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Young Eagles Update

Young Eagles Rally on September 10th

We had excellent weather conditions for the Young Eagles Rally held at Galt Airport on Saturday, September 10th and the chapter flew 22 Young Eagles that day.

Many thanks to the pilots and ground volunteers who participated in the event, especially Dean Marcott who planned and managed the rally.

Here is a wonderful letter we received from one of the grateful parents, Dan Grinker.

Hello Dean,

I just wanted to give you and the pilot (Walt Weidig) who took my 8 year old daughter Theresa and 16 year old niece Brianna for their 1st airplane ride ever!

And what a thrill to do it in a Cessna! Theresa was so excited she



Eight year old Theresa Grinker could not have been more excited about her flight. Picture by Dan Grinker.



Young Eagles Theresa (front) and Brianna took their first airplane ride at Galt Airport with Walt Weidig on September 10th, 2011. Photo by Dan Grinker.

looked like she was still flying after she was done with the flight! What a thrill for them, you all made it the thrill of their lives, and have them hooked on flying now.

The pilot talked to them the whole flight, told them where they were flying and everything. She is still so excited. Just thank you so much! And I appreciate all the time and money you and the pilots and the EAA put in for this. Galt is such a wonderful airport, and the EAA is a great organization.

October 8th Young Eagles Event

On Saturday, October 8th, EAA Chapter 932 will be hosting a Young Eagles event for several Boy Scout Troops at Galt Airport.

For more information or to volunteer your services as a pilot or ground support, please contact Beth Rehm at 847-530-8014 or vp@eaa932.org.

What is EAA Young Eagles?

The EAA Young Eagles program was launched in 1992 to give interested young people, ages 8 - 17, an opportunity to go flying in a general aviation airplane. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers.

Since 1992, over 1.6 million Young Eagles have enjoyed a flight in more than 90 countries and have been flown by approximately 42,000 volunteer pilots.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

By now, most of you are well aware of some changes that have occurred at Galt over the last few weeks. Before I address those, I want to make sure that each and every one of you understands how much your overwhelming support and encouragement has meant to all of us. Your actions have not only kept us all going, but reaffirmed and strengthened our belief in Galt, and we can't thank you enough for that.

In many ways, this airport is an extended family to us, and the fact that you reached out to us not just professionally, but personally, is a testament to what a special place this airport is.

Above all, I want you to know this: we're going to get through this. In the short term, this is just a small bump in the road and no one, bank and receiver's included, have any intention of shutting us down or changing the day to day operations of our airport. I'm still Airport Manager, Brian is still Director of Maintenance, and our fuel sales, maintenance shop, and flight school will continue without interruption. Galt Airport isn't going anywhere, and neither are any of us. We've made a commitment to our airport, and have no intentions of walking out when we're needed most.

For now, the judge in the foreclosure case for 5112 Greenwood, LLC (the entity that owns the property and buildings at Galt Airport) has assigned a "Receiver" to oversee the property, and ensure that the airport continues to run smoothly until a judgment is reached. The receiver is

entitled, per court order, to start collecting all hangar rental from Galt Airport (you may have seen the notes on the hangar doors and FBO announcing this).

If you haven't already, hangar tenants will soon be receiving a letter in the mail from the Kinzie Real Estate Group. This letter will outline the court ordered transition, as well as contain an addendum for your hangar lease. This addendum will change who you hold your lease agreement with from Galt Airport, LLC, to the court appointed receiver. I know that some of you have expressed concern about this, and as much as we appreciate your loyalty to us, we ask that you sign this lease and return it.

Emotions aside, the best way to get through this situation is to move forward from it. Your hangar rental check will now be sent to the receiver, but any services provided by us (fuel, maintenance, or flight instruction/rental) will still be payable to Galt Airport. Other than that, nothing changes. If you need anything, you know where to call.

Finally, the most common question I've been asked over the last few weeks is: "Is there anything I can do to help?"

Yes, there is something we can ALL do to help, and the answer is simple: Keep flying. Keep using our services. Whether it's maintenance, or fuel, or flight instruction, every time you support us, you in turn support your airport and ensure our ability to continue operating it. But, most important of all, don't worry! Like I said before, right now we're dealing with short term inconveniences, but our focus should be (and is) on long term

solutions. It is our actions moving forward that will determine the future of our airport, and we are in control of our own destiny.

I, for one, plan on making sure this great airport has a long and bright future ahead of it.

ANNOUNCEMENTS

Fuel Price

Good news, the price of 100LL for Galt hangar tenants has gone down to \$5.15.

FBO Winter Hours

Beginning October 3rd, the FBO will change to winter operating hours and close at 5:00 instead of 6:00.

Galt Flight School News

Congratulations to Student Pilot Mike Cortina on passing his Private Pilot Written exam. Mike is learning to fly with Peter Durzynski, CFI.



Very special congratulations to Student Pilot Megan Hart (pictured above) for completing her first solo in a glider. This is a huge achievement for 14-year-old Megan, and we are all very proud of her.



Brian's Brainteaser

A monthly puzzle from Brian Spiro,
Director of Aircraft Maintenance,
Galt Airport.

This month we have another photographic contest for you, but this time it was sent in by one of our readers. Take a very close look at the picture on the right and let Brian know where you think it was taken.

As usual, email your best guesses to Brian Spiro at maintenance@onezerocharlie.com by October 28. The winner will be randomly selected from the correct (or mostly correct) answers received.

The person who correctly identifies the airport will win a highly sought after Galt Airport winter hat!

Answer to the September puzzle: Last month Brian asked for help identifying some tools he picked up at a yard sale! They were a hole finder for copying a hole in one piece of sheet metal to another, turnbuckle rigging clamps for setting cable tension, and a valve spring compressor for removing valve springs from an engine.



The winner of the September puzzle was Patrick Hoffman, and he wins a Galt Airport t-shirt.

If you have an idea for a puzzle, we'd be happy to use it in the newsletter and if your puzzle is used we will also award you a prize! Please send your brainteaser ideas to Brian at maintenance@onezerocharlie.com.



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born.

Project Thunderbird is a project in which students will launch a helium balloon to nearly 100,000 feet carrying a payload of cameras. It is anticipated that balloon will need to be launched near the Illinois, Iowa, and Wisconsin borders due the jet stream. While the balloon is ascending, the cameras will take photos. There will be several cameras on board, taking photos from different angles. It is our hope that we will get at least one photo of the curvature of the earth and the blackness of space.

We will track the payload by GPS to aid in the recovery effort. Once the balloon reaches 100,000 feet it will

burst and the payload will be recovered via parachute. This is another reason that the launch has to be so far west. Not only does the payload ascend through the jet stream but it also has to descend down through it, while a parachute is deployed. The entire trip could cover more than 100 miles across the ground.

Currently the launch date is set for October 15th with a back up date of October 22nd. The weather must be close to perfect to launch the balloon. Decisions will be made in the morning regarding a "go, no go for launch". Students will be out at Galt on October 8th working on the project.

If you are interested in being part of Project Thunderbird please contact me at aviationclub@eaa932.org.

EAA Chapter 932 News

Next Chapter Meeting Saturday, October 8

We will be providing Young Eagles flights for Boy Scouts from several local troops on Saturday morning. Volunteers are needed for ground support as well as flying.

Please contact Beth Rehm at vp@eaa932.org or 847-530-8014 if you are interested in helping.

Fall "Leaf Peep" Fly-out Lunch Saturday, October 8

Jean Forni suggested a group fly-out to Sheboygan, WI (KSBM) for lunch after the EAA chapter meeting/Young Eagles on Saturday, October 8th.

On the way there and back we can enjoy the beautiful display of Wisconsin fall foliage from the air.

Lunch will be at the Final Approach Steak House on the field.

Complimentary EAA Trial Membership

If you are not currently a member of the Experimental Aircraft Association (EAA) and have not been a member in the last three years, we are excited to be able to offer you a free 6-month trial membership, courtesy of chapter 932.

You will receive the full set of member benefits for the six-month trial period, including a subscription to Sport Aviation, EAA's awesome monthly magazine. You will also receive a membership card and qualify

for member discounts on EAA merchandise and programs.

In addition, you also will be granted a complimentary chapter 932 membership for the same period.

If you are interested, or know someone else who might be interested, please contact Beth Rehm at vp@eaa932.org or Mike Evans at secretary@eaa932.org for details.

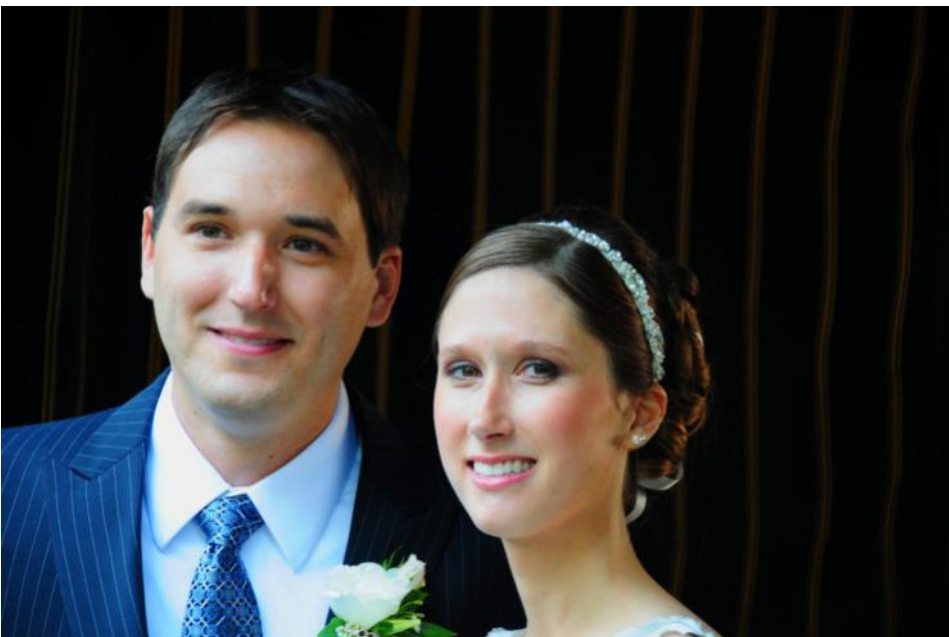
Donate, Join, Renew Chapter Membership Online

In order to make things more convenient for our members and benefactors, we have added functionality to take payments via PayPal to the chapter web site at <http://www.eaa932.org>.

You can now join the chapter, renew your membership or make a donation on our web site.

You do not need a PayPal account to use this feature and we can accept payments by VISA, MasterCard, American Express or Discover Card.

Donations can be processed on every page. To join the chapter or renew your annual membership, go to the Sign Up page.



Congratulations to Galt Airport Manager, Justin Cleland who managed to persuade a beautiful and extremely smart girl to marry him. The wonderful Dr. Erika Porter married Justin on September 17th. Everyone in the Galt community wishes them a long and happy life together. Photo by Jerry Cleland.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C). We are a 501 (c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

2011
FALL COLOR'S FLY-IN
BREAKFAST

Sunday, October 9
8:00am to Noon

Palmyra Municipal
Airport (88C)
Palmyra, WI



Menu: Pancakes, Sausage, Eggs
Coffee, Juice, Milk

Adults: \$6.00

Children 12 & Under: \$3.00



What Business Aviation Needs to Know About Criminal Negligence Charges and Prosecution of Accidents

November 4, 2011

Drury Lane, 100 Drury Lane, Oakbrook, 60181

<http://www.drurylaneoakbrook.com/facility/directions.shtml>

11:00 - 12:00 Networking and Registration

12:00 - 1:00 Lunch

1:00-2:00 Presentation

Alan L Farkas and Michael Calhoun will address the international and domestic trend toward use of criminal negligence charges following aircraft accidents, and the implications they may have on legal strategies, safety initiatives, insurance programs and risk mitigation tools. The presentation will also touch on related issues pertaining to war - and hi-jacking related risks such as confiscation and seizure.

Sponsorship provided by SmithAmundsen Aerospace and Marsh USA.

Galt Traffic Classifieds

PIPER J-5A CUB CRUISER

GROUND-UP RESTORATION
COMPLETED NOVEMBER 2007

A/C manufactured April 1940; S/N 5-20; registration, N27053; TTAF 1382 hrs. Eng. C-85 with 0-200 STC; TT 791 hrs; 15 hrs SMOH; all eng. work done by FAA CRSs. Original paint scheme, orange with black arrow. Electrical system; starter, generator, battery, lights. All new cables, wiring and AN hardware throughout. Original instruments reconditioned and faces silk screened by Keystone of Lock Haven, PA. New Sensenich 76-2-AK metal prop. New Scott full swivel



tail wheel. New tires and tubes and Grove disc brakes. New exhaust system. New Slick magnetos and harness. Starter, generator and carburetor overhauled. Located at Galt Airport, Greenwood, IL (10C). Asking **\$58,000**.

Contact Jeff Hill at 815-338-3551 or JEFFRYHILL@SBCGLOBAL.NET

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and any other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange for collection.

Classified Advertising

One of the benefits of being a member of EAA chapter 932 is that you may advertise your aviation-related products and services free of charge in a classified ad in this newsletter.

Email your ad content to the editor at editor@eaa932.org.



NEW Dessert Pizzas
Chocolate Chip Cookie Dough, Cherry & Apple **\$6.95**

815-653-2400

We Accept 

Dine-in, Carry Out or Delivery. We Deliver to
Wonder Lake, Hebron & Richmond.

7613 Howe Road
Wonder Lake, Illinois
(One block West of Barnard Mill Road)

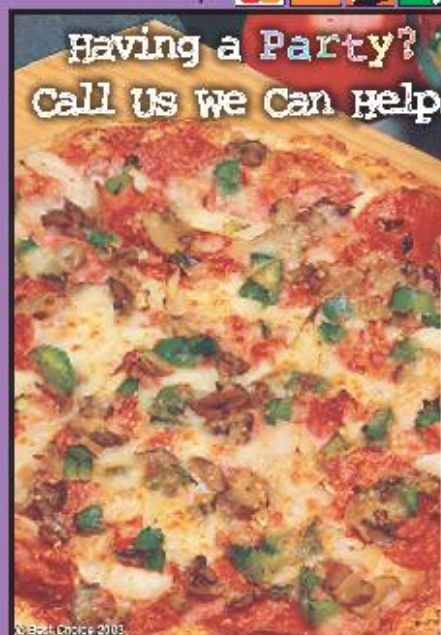
HOURS:
Sunday 12-10
Monday 3-10
Tuesday 3-10
Wednesday 3-10
Thursday 3-10
Friday 3-11
Saturday 12-11

DAILY PIZZA SPECIALS

MONDAY	\$6.75 12" PIZZA (one topping) Limit 4
TUESDAY	\$9.75 MEDIUM PIZZA (one topping) Limit 2
WEDNESDAY	\$15.99 2 SMALL PIZZAS (one topping)
THURSDAY	\$25.99 2 LG PIZZAS (one topping)
FRIDAY	\$5.00 OFF 2 XLG PIZZAS
SATURDAY	\$29.99 2 XLG PIZZAS (one topping)
SUNDAY	\$3.00 SMALL PIZZA WITH ANY XLG (small pizza-one topping) Limit 1

Monday Pizza Special Limit 4
Tuesday Thru Saturday Pizza Special: Limit 2.
Sunday Pizza Special: Limit 1.
Additional Pan Stuffed and Topping Charges Apply
NOT VALID WITH ANY OTHER OFFER

Having a Party?
Call Us we Can Help!



OPEN
7
DAYS A WEEK

Daily Dinner Specials

SUNDAY	Jumbo Shrimp & Ribs Combo .. 15.95
MONDAY	Tortellini Bake 7.95
TUESDAY	Cheese Ravioli with Meatballs... 7.95
	All you can Eat Pizza & Pasta Buffet in our Dining Room 7.95
WEDNESDAY	Lasagna with Italian Sausage ... 8.95
	All you can Eat Crab Legs in our Dining Room 24.95
THURSDAY	Chicken and Broccoli Linguini ... 7.95
FRIDAY	21 Piece Shrimp Basket 6.95
	All you can Eat Fish Fry or Chicken Strips in Our Dining Room..... 9.95
SATURDAY	BBQ Ribs 1/2 Slab 10.95
	Full Slab 15.95

Galt Airport/EAA 932 Calendar of Events

October 8	EAA 932 Chapter meeting 10:00 a.m., EAA Building, Galt Airport/Scouts Young Eagles.
October 8	EAA 932 "Leaf Peep" fly-out to Sheboygan for lunch after the meeting.
October 22	Galt Breakfast Club Fly-out. Sign up in the FBO.
November 12	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)/Election.
November 26	Galt Breakfast Club Fly-out. Sign up in the FBO.
December 10	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C).

See the EAA Chapter 932 Web Site at <http://www.eaa932.org> for a complete list of events for Galt Airport, FOG and EAA Chapter 932.

Other Aviation Events

October 1 - 2	Ohio Fall Frolic (Mid-America) IAC Competition, Bellefontaine Rgnl Airport (EDJ). (iac34.com)
October 2	Fall Color Chili Fly-in, Iola Central County Airport, WI (68C). 8:30 - 3:00 pm. (netnet.net/~wjknjan/)
October 2	Dekalb Airport Pig Roast, Dekalb, IL (DKB), 11 am to 5 pm.
October 4	ZAU Raincheck 2011: Chicago Center Operations, FAA Chicago Air Route Traffic Control Center, 619 Indian Trail Road, Aurora, IL 60506, at 6 pm.
October 7	Fly-in lunch, Iola Central County Airport, WI (68C). Noon. (netnet.net/~wjknjan/)
October 7	Pizza Friday Fly-in, Ephraim-Gibraltar Airport, Fish Creek, WI (3D2). Noon. Free pizza!
October 9	EAA 1177 Fall Colors Fly-in Breakfast, Palmyra, WI (88C), 8:00 am to noon.
October 9	EAA Warbird Squadron 4 at Illinois Aviation Museum, Bolingbrook, IL (1C5), 11 am - 4 pm.
October 9	Pork 'n' Pie Feast, Ogle County Airport, Mt. Morris, IL (C55), 11 - 4. (www.oglecountyairport.com)
October 15	Hartford Fall Follies, Hartford Muni, WI (HXF), 11 am to 3 pm.
October 16	EAA Chapter 585 Annual Chili Hop, Watervliet, MI (40C), 11 am to 3 pm. (www.eaa585.org)

Visit the EAA Calendar of Events page at www.eaa.org/calendar/ for a complete list of events for other EAA Chapters.

Free EAA Webinars

The EAA offers free webinars on a variety of topics, from building and restoring aircraft, to regulatory issues, to historical lessons, and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars webpage for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258,

10/05/11, 8 PM	All About Cylinders
10/20/11, 7 PM	Stall/Spin Awareness
10/27/11, 7 PM	Super 18 by Dakota Cub
11/02/11, 7 PM	Gifts, Donations & Contributions to your Chapter: Handling Tax/Recordkeeping Requirements

EAA Chapter 932 Officers and Directors

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Young Eagles Coordinator: Vacant.

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours starting October 3rd)

Airport Manager: Justin Cleland

Director of Aircraft Maintenance: Brian Spiro

FBO: (815) 648-2433 fbo@onezerocharlie.com

Office: (815) 648-2433 office@onezerocharlie.com

Maintenance: (815) 648-2642 maintenance@onezerocharlie.com

Flight School: flightschool@onezerocharlie.com

Line: line@onezerocharlie.com

Web Site: <http://www.galtairport.net>

Facebook: <http://www.facebook.com/GaltAirport>.



AVGAS

Galt Tenant Price

\$5.15
(includes tax)

This newsletter is published monthly and distributed via email to approximately 300 readers. Paper copies are also available in the FBO. Please contact the editor at editor@eaa932.org to be added to the email distribution list.